

PRIOR APPROVAL APPLICATION STATEMENT

68-76 ALBERT ROAD, WEST DRAYTON, UB7 8ES

PROPOSAL: PRIOR APPROVAL UNDER CLASS A OF PART 20, SCHEDULE 2 OF THE TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) (ENGLAND) ORDER 2015 – CONSTRUCTION OF NEW DWELLINGHOUSES ABOVE EXISTING TOPMOST RESIDENTIAL STOREY TO PROVIDE 4 ADDITIONAL UNITS.

APPLICANT: MR M & MR H PUREWAL



Date: 20 August 2020 (Rev.1.0)

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1.0 INTRODUCTION

1.1 This statement has been prepared by OPS Chartered Surveyors and accompanies with

- i) the application drawings
- ii) a flood risk assessment &
- iii) a PTAL information sheet
- iv) VOA council tax record for Flats 68-76 Albert Road

1.2 The host building comprises of a ground, first and second floor with a total of 5 residential flats and a postal address as 68-76 Albert Street, UB7 8ES. The host building is a detached structure with a small gap between itself and the adjacent building at No. 78-94 Albert Street, and a larger gap between itself and the adjacent building 64-66 Albert Street.

1.3 The proposed development would include the construction of 2 additional storeys above the topmost residential storey to provide 4 additional residential units under the Class A Part 20 Schedule 2 of the GPDO 2015, and all the associated works permitted under paragraphs A.(a) to (d) including the strengthening of external walls at second floor level by replacing the existing roof and wall structural with facing bricks walls, windows and door with railing etc. The following table shows the existing and proposed units schedules:-

No.#	<u>EXISTING UNITS</u>	<u>PROPOSED UNITS</u>
Flat 1	68 Albert Street	68 Albert Street
Flat 2	70 Albert Street	70 Albert Street
Flat 3	72 Albert Street	72 Albert Street
Flat 4	74 Albert Street	74 Albert Street
Flat 5	76 Albert Street	76 Albert Street
Flat 6	-	76A Albert Street
Flat 7	-	76C Albert Street
Flat 8	-	76D Albert Street
Flat 9	-	76E Albert Street

1.4 Class A of Part 20 of Schedule 2 of the General Permitted Development Order sets out the relevant permitted development conditions under A.2.

1.5 For the avoidance of doubt, the building is not on article 2(3) land and is not listed. The site does not form part of i) a site of special scientific interest, ii) a scheduled monument or land within its curtilage, iii) safety hazard area, iv) a military explosives storage area or v) within 3km of the perimeter of an aerodrome. Finally, the building was last used for C3 dwellings as flats.

1.6 Class A sets out that such development is permitted subject to the condition that before beginning the development, the developer must apply to the local planning authority for prior approval of the authority as to:

- a) transport and highway impacts of the development;
- b) air traffic and defence asset impacts of the development;
- c) contamination risks in relating to the building;
- d) flooding risks in relating to the building;
- e) external appearance of the building;
- f) the provision of adequate natural light in all habitable rooms of the new dwellinghouses;
- g) impact on the amenity of the existing building and neighbouring premises including overlooking, privacy and the loss of light; and
- h) whether because of the siting of the building , the development will impact on a protected view indentified in the Directions Relating to Protected Vistas dated 15 March 2012 issued by the Secretary of State, and the provisions of paragraph B (prior approval) in relation to the application.

2.0 ASSESSMENT AGAINST CLASS A.2(a)-(h) CONDITIONS

TRANSPORT / HIGHWAY IMPACTS

2.1 The site is located in a highly sustainable location in close proximity to public transport links. The site has PTAL rating of 3. The proposed conversion will not result in any significant traffic generation and will have no greater impact in transport / highway terms than the existing flats use. Hence it is considered that the proposal development would not lead to severe impact on the highway safety as result which would warrant a refusal.

2.2 The site has the capacity of 7 parking spaces available to the current and future occupiers together with up to 10 cycle storage spaces to encourage car free development.

2.3 Although the applicant recognise there may be 2 spaces short as compare to the required parking standard under the LBH Local Plan Part 2: Table 1(b) for 1-2 bed flat – 1.5-1 spaces per unit. However the latest London Plan also encourages development to be car free and therefore is has suggested a maximum residential parking schedule as below:-

Maximum parking standards

Maximum residential parking standards			
number of beds	4 or more	3	1-2
parking spaces	up to 2 per unit	up to 1.5 per unit	less than 1 per unit

2.4 The above table states 1-2 beds should have less than 1 parking per unit. Overall, the proposal would still be considered meeting the London Plan Parking Standards, and should be considered under the NPPF requirement as required under GPDO guidance when assessing this Prior Approval application, under Part 20 B.

2.5 Finally the applicant will be happy to enter a S106 Agreement for the LPA to restrict the parking permit for future occupants of the building or provide an off-site highways contribution to mitigate any highway impact should the LPA consider the proposal may be marginally falls behind the required parking standards.

AIR TRAFFIC AND DEFENCE ASSET IMPACTS

2.6 The proposal development's maximum height would be less than 16m tall and there are other approved developments in the West Drayton & Yiewsley areas with taller building height than the current proposal. Also the site is far from any essential air traffic and defence zone, there will be no negative impact of the development.

CONTAMINATION RISKS

2.7 No surveys have been undertaken however the land within the site is not known to be contaminated.

FLOODING RISKS

2.8 The site is located within Flood Zone 1 hence it is not required to carry out an assessment for the development. At the same time, the proposal development would not increase the flood risk to the area as there will be no net increase in impermeable surface as a result of the development.

EXTERNAL APPEARANCE OF THE BUILDING

2.9 The design and structure of the proposed development would be identical to its current design with materials to match existing. Hence the external appearance of the building should be considered acceptable as a result.

PROVISION OF ADEQUATE NATURAL LIGHT IN ALL HABITABLE ROOMS

2.10 All the proposed residential units would have adequate natural light in all habitable rooms as per drawings. Therefore, there will be no negative impact on the future occupants.

IMPACT ON THE AMENITY OF THE EXISTING BUILDING AND NEIGHBOURING PREMISES INCLUDING OVERLOOKING, PRIVACY AND THE LOSS OF LIGHT

2.11 The proposed development would not project beyond the curtilage of the host building hence there would be no impact on the light and privacy of the adjoining neighbours. There would be no overlooking issue either because the rear of the site and neighbouring

building are all being use as parking purpose and there is no private amenity space. Therefore, there will be no negative impact on the amenity of the existing building and neighbouring premises.



PHOTO 1: SHOWING REAR OF THE APPLICATION SITE



PHOTO 2: SHOWING FRONT OF THE APPLICATION SITE

IMPACT ON A PROTECTED VIEW IDENTIFIED IN THE DIRECTIONS RELATING TO PROTECTED VISTAS

2.12 The proposed development is not close to any protected view, hence there will be no impact on the relevant matter.

3.0 CONCLUSION

3.1 In light of the above it is clear that prior approval is not required in this instance. Therefore the applicant kindly requests the LPA to approval this application.